

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2004-19184; Directorate Identifier 2004-NM-159-AD; Amendment 39-13811; AD 2004-20-06]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

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**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330 and A340 series airplanes. This AD requires revising the airplane flight manual to provide procedures for the flightcrew to follow in the event of the loss of all liquid crystal display (LCD) units on airplanes equipped with the EIS2 standard of electronic instrument system. This AD is prompted by reports of the brief but total loss of all LCD units during cruise on airplanes equipped with the EIS2 standard of electronic instrument system. We are issuing this AD to provide procedures to the flightcrew to restore operation of these LCD units and prevent prolonged loss of critical flight information to the flightcrew and the consequent reduced ability of the flightcrew to control the airplane during adverse flight conditions.

**DATES:** Effective October 15, 2004.

The incorporation by reference of certain publications listed in the AD is approved by the Director of the Federal Register as of October 15, 2004.

We must receive comments on this AD by November 29, 2004.

**ADDRESSES:** Use one of the following addresses to submit comments on this AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.
- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street SW., Nassif Building, room PL-401, Washington, DC 20590.
- Fax: (202) 493-2251.
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. You can examine this information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

You can examine the contents of this AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, on the plaza level of the Nassif Building, Washington, DC.

### **Docket Management System (DMS)**

The FAA has implemented new procedures for maintaining AD dockets electronically. As of May 17, 2004, new AD actions are posted on DMS and assigned a docket number. We track each action and assign a corresponding directorate identifier. The DMS AD docket number is in the form "Docket No. FAA-2004-99999." The Transport Airplane Directorate identifier is in the form "Directorate Identifier 2004-NM-999-AD." Each DMS AD docket also lists the directorate identifier ("Old Docket Number") as a cross-reference for searching purposes.

### **Examining the Docket**

You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 64-5227) is on the plaza level of the Nassif Building at the DOT street address stated in the ADDRESSES section. Comments will be available in the AD docket shortly after the DMS receives them.

**FOR FURTHER INFORMATION CONTACT:** Technical information: Tim Backman, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2797; fax (425) 227-1149.

Plain language information: Marcia Walters, [marcia.walters@faa.gov](mailto:marcia.walters@faa.gov).

**SUPPLEMENTARY INFORMATION:** The Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A330 and A340 series airplanes. The DGAC advises that there have been several reports of total loss of all six liquid crystal display (LCD) units for the electronic instrument system (EIS) of standard EIS2 during cruise for a short period of time. The flightcrew used the standby instruments, and the LCD units were eventually recovered. Subsequent investigation revealed that the three display management computers had received erroneous data from one LCD unit. Loss of all LCD units, if not corrected, could result in loss of critical flight information and the reduced ability of the flightcrew to control the airplane during adverse operating conditions.

### **Relevant Service Information**

Airbus has issued the following temporary revisions (TRs) to the Airbus A330 and A340 airplane flight manuals (AFMs), as applicable:

| TRS        |               |                       |  |
|------------|---------------|-----------------------|--|
| TR—        | Dated—        | For model—            | That are—  |
| 4.02.00/23 | June 28, 2004 | A330 series airplanes | Not equipped with FWC STD K7/486 (Airbus Modification 49193).  |
| 4.02.00/24 | June 28, 2004 | A330 series airplanes | Equipped with FWC K7/486 (Airbus Modification 49193).          |
| 4.02.00/38 | June 28, 2004 | A340 series airplanes | Not equipped with FWC STD L10/486 (Airbus Modification 49192). |
| 4.02.00/39 | June 28, 2004 | A340 series airplanes | Equipped with FWC STD L10/486 (Airbus Modification 49192).     |

The TRs provide procedures for the flightcrew to follow in the event of the loss of all LCD units on airplanes equipped with the EIS2 standard of electronic instrument system. The DGAC mandated incorporation of the TRs and issued French airworthiness directive F-2004-117, dated July 21, 2004, to ensure the continued airworthiness of these airplanes in France.

### **FAA's Determination and Requirements of This AD**

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. We have examined the DGAC's findings, evaluated all pertinent information, and determined that we need to issue an AD for products of this type design that are certificated for operation in the United States.

Therefore, we are issuing this AD to provide procedures to the flightcrew to restore operation of these LCD units and prevent prolonged loss of critical flight information to the flightcrew and the consequent reduced ability of the flightcrew to control the airplane during adverse flight conditions. This AD requires revising the AFM to incorporate the TRs described previously.

### **Differences Between FAA and DGAC Airworthiness Directives**

The DGAC airworthiness directive mandates changes to the master minimum equipment list (MMEL). But this (FAA) AD will not mandate those MMEL changes because the limits imposed by the FAA-approved MMEL meet or exceed those mandated by the French airworthiness directive.

Although the DGAC airworthiness directive mandates the immediate incorporation of the TRs' operational limitations, this (FAA) AD would allow up to 10 days for compliance. We find that a 10-day compliance time will provide the time necessary for operators to accomplish the requirements of this AD without adversely affecting safety.

### **Interim Action**

We consider this AD interim action. If final action is later identified, we may consider further rulemaking then.

### **FAA's Determination of the Effective Date**

An unsafe condition exists that requires the immediate adoption of this AD; therefore, providing notice and opportunity for public comment before the AD is issued is impracticable, and good cause exists to make this AD effective in less than 30 days.

## **Comments Invited**

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any relevant written data, views, or arguments regarding this AD. Send your comments to an address listed under ADDRESSES. Include "Docket No. FAA-2004-19184; Directorate Identifier 2004-NM-159-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You can review the DOT's complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477-78), or you can visit <http://dms.dot.gov>.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications with you. You can get more information about plain language at <http://www.faa.gov/language> and <http://www.plainlanguage.gov>.

## **Regulatory Findings**

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD. See the ADDRESSES section for a location to examine the regulatory evaluation.

## **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

## **Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

## **PART 39–AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

### **§ 39.13 [Amended]**

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

# AIRWORTHINESS DIRECTIVE

Aircraft Certification Service  
Washington, DC



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

*We post ADs on the internet at "www.faa.gov"*

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

**2004-20-06 Airbus:** Amendment 39-13811. Docket No. FAA-2004-19184; Directorate Identifier 2004-NM-159-AD.

## Effective Date

- (a) This AD becomes effective October 15, 2004.

## Affected ADs

- (b) None.

## Applicability

- (c) This AD applies to airplanes, certificated in any category, that are listed in Table 1 of this AD.

**TABLE 1.—APPLICABILITY**

| Airbus model—                      | Modified as applicable by either—        |                                |           |                    |
|------------------------------------|--|--------------------------------|-----------|--------------------|
|                                    | Airbus<br>modification—                  | Or Airbus service<br>bulletin— | Revision— | Dated—             |
| A330 and A340<br>series airplanes. | 47524, 50161, 50183,<br>50616, or 51153. | A330-31-3056                   | Original  | December 20, 2002. |
|                                    |  |                                | 01        | January 31, 2003.  |
|                                    |  |                                | 02        | March 24, 2003.    |
|                                    |  | A330-31-3057                   | Original  | July 10, 2003.     |
|                                    |  |                                | 01        | October 15, 2003.  |
|                                    |  |                                | 02        | December 19, 2003. |
|                                    |  | A340-31-5001                   | Original  | July 10, 2003.     |

## Unsafe Condition

- (d) This AD was prompted by reports of the brief but total loss of all liquid crystal display (LCD) units during cruise on airplanes equipped with the EIS2 standard of electronic instrument system. The FAA is issuing this AD to provide procedures to the flightcrew to restore operation of these LCD units and prevent prolonged loss of critical flight information to the flightcrew and the consequent reduced ability of the flightcrew to control the airplane during adverse flight conditions.

## Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

## AFM Revision

(f) Within 10 days after the effective date of this AD, revise the Limitations section of the Airbus A330 and A340 Airplane Flight Manuals (AFMs) by inserting a copy of the applicable temporary revision (TR) listed in Table 2 of this AD into the AFM. When the information in the TR is included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the TR may be removed from the AFM.

**TABLE 2.—TRS**

| <b>Use TR—</b> | <b>Dated—</b> | <b>For model—</b>     | <b>That are—</b>   |
|----------------|---------------|-----------------------|--|
| 4.02.00/23     | June 28, 2004 | A330 series airplanes | Not equipped with FWC STD K7/486 (Airbus Modification 49193).  |
| 4.02.00/24     | June 28, 2004 | A330 series airplanes | Equipped with FWC STD K7/486 (Airbus Modification 49193).      |
| 4.02.00/38     | June 28, 2004 | A340 series airplanes | Not equipped with FWC STD L10/486 (Airbus Modification 49192). |
| 4.02.00/39     | June 28, 2004 | A340 series airplanes | Equipped with FWC STD L10/486 (Airbus Modification 49192).     |

## Alternative Methods of Compliance (AMOCs)

(g) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

## Related Information

(h) French airworthiness directive F-2004-117, dated July 21, 2004, also addresses the subject of this AD.

## Material Incorporated by Reference

(i) Unless the AD specifies otherwise, you must use the temporary revisions to the applicable Airbus A330 or A340 Airplane Flight Manual, listed in Table 3 of this AD, to perform the actions that are required by this AD:

**TABLE 3.—INCORPORATION BY REFERENCE**

| <b>Temporary revision—</b> | <b>Date—</b>   |
|----------------------------|----------------|
| 4.02.00/23                 | June 28, 2004. |
| 4.02.00/24                 | June 28, 2004. |
| 4.02.00/38                 | June 28, 2004. |
| 4.02.00/39                 | June 28, 2004. |

The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. You can review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on September 20, 2004.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-21650 Filed 9-29-04; 8:45 am]

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